



messing about in BOATS

Twice a Month!

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Our Next Issue...

Will include coverage of small boats at the Small Boat Show in Newport and the Small Craft Meet at Mystic Seaport. And we still owe you the articles on that "Easy Cruise" on the Maine coast this summer; design features on "Ghana Paddles", "Birdwatcher", and a 24' expanded sailing sort of Folbot; and those "Letters to the 'G.D. Times'". Peter Duff continues his schooner project, Tom has a "Conversation with a Townie" at spring launch; and Gary Stephens tells about a winter capsized in Florida waters in his "Neptune's Jumpsuit". That ought to do it.

On the Cover...

A raftload of "adventurers" slams into a big standing wave on Maine's Kennebec River known as "Big Mama". I'm on that raft somewhere under the spray. My story on this whitewater rafting adventure is in this issue.

Commentary

**BOB
HICKS**

A number of readers have asked me about my connection with the "Boatbuilders' Day" taking place at Strawberry Banke Museum in Portsmouth, New Hampshire, on July 23rd, detailed on the opposite page. They've noticed that I'm giving the event a lot of publicity, and the opposite page is further indication of my involvement.

Well, I have no stake in this at all financially, this was an opportunity for me to actively attempt to find out if the small boat builders of New England and those readers who are interested in such boats would support an alternative to the commercial "Wooden Boat Show" that has just expired this year at Newport, mostly through non-support from the boatbuilding trade.

When reader Dave Dupee, a volunteer at Strawberry Banke, and builder of scale Piscataqua dories (4' long replicas used for a variety of decorative purposes) called me to say that the Museum would be interested in having traditional boatbuilders gather there for a "Boatbuilders' Day", and did I think this would be worth a try, I readily agreed. I took on the role of promoting the idea in the trade, using the magazine as a "soapbox" from which to spread the word. I'm donating the space on these pages and my time and incidental expenses and have no financial stake in the outcome. I do regard this as "enlightened self-interest" for I believe a successful regional small boatbuilding trade would be another prop under my own venture. We could mutually benefit.

Well, as you read this and look over the opposite page you'll see that about 25 or so builders have accepted the invitation and will be at Strawberry Banke all day on July 23rd with their boats on display. They'll be glad to show and tell you about their work. They'll have their brochures available for you to take home. They'll not be hard selling nor will they have "trade show" setups. Just themselves, their boats and their handout brochures. It's intended to be a relaxed gathering at which interested persons can enjoy looking over small traditional types of boats and talking with their builders. If subsequent orders get placed, so much the better.

I hope all of you who have an interest in small traditional boats will attend. It'll cost you \$7 to get in, that's the regular Museum gate admission. You can also tour the Museum while there if you find it of interest. The money goes to the

Museum, which is a non-profit educational institution. For your \$7 you'll have what I think is a rather unusual opportunity to see close to 50 small boats of all sorts in one place, all with their builders on hand. There are no dealers involved, nor any suppliers of accessories or trinkets.

The list of boats and exhibits on the opposite page was up to date as of June 15th, over a month prior to the event. I expect there'll be more registering after this date, as there is no cost to the builders to participate except for their day's out-of-pocket expenses. It could not be any less expensive for them to participate in such a show. This will remove the major stumbling block claimed by most builders to have kept them out of Newport's show.

I'll be very interested to observe both the builder participation and the attendance of the interested public. While there will be people there from the Museum's normal summer Sunday tourist trade, and locals attracted by local advertising, the key to the future of this sort of gathering will be the attendance of those of you who love small traditional boats. If you think it is an attractive idea, do attend and still think so, then a future potential exists to develop this into something akin to the "Wooden Boat Festival" held every July in Seattle. Last year over 150 boats took part, but that was Year #10 for Dick Wagner and his people who built it up.

If the concept just doesn't seem to grab enough of you, then we'll go no further with it. No sense flogging a dead horse. There's no clear idea of just how much interest in the work of small traditional boatbuilders exists in New England. There are close to 200 people trying to build such boats and sell them, but hopefuls come and go within their ranks. Those builders who do support this attempt to find out cannot help but benefit, those who stay home for whatever reason will just further the failure of the small boatbuilder trade to develop a public awareness of who they are and what they build.

I'll be there recording it all and we plan a major coverage of the event in a follow-up issue. If you can't get to Strawberry Banke, we'll let you know what you missed. But, there's no substitute for being there, and I hope to see many of you at Portsmouth on July 23rd.



An Historic Waterfront Neighborhood

BOAT BUILDERS DAY

JULY 23

Boat Show Admission
Included in Regular
Museum Gate Admission
Adult \$7, Child \$4
Family \$18

10 A.M - 5 P.M.

THE FOLLOWING IS THE LIST OF BOATS AND BUILDERS REGISTERED AS OF JUNE 15:

Scale Dory, Brook Dupee, Center Barnstead, NH.	Sailing Kayak, Hugh Horton Small Boats, Detroit, MI.
Kayak "Cockleshell", Bob Hicks, Wenham, MA.	Power Dory, Hadden & Stevens, Topsham, ME.
Kayak "Cockleshell", Paul Kimball, Kensington, NH.	Sailing Dory "Laughing Gull", Dusty Rhodes, Kittery Point, ME.
Sailing Skiff, Mile Creek Boat Shop, Washington, ME.	Rushton, North River Boat Works, Albany, NY.
Minimal Sailing Cruiser "Moondance", Thomson Boats, Vestal, NY	Sutherland Trout Boat, North River Boat Works, Albany, NY.
Sailing Whitehall, O'Connell Wooden Boats, Lancaster, PA.	Rushton Lapstrake Canoe "Wee Lassie", Robert Stephens, Lisbon Falls, ME.
Sailing Whitehalls, B&S Corp. Albion, ME.	Wood/Canvas Greenland Kayak, Oat Canoe, Mt. Vernon, ME.
Light Fisherman, William Bailey, Kittery Point, ME.	Lapstrake Sailing Canoe, Kevin Martin, Epping, NH.
Geodesic Daysailer "Blivet", Platt Monfort, Wiscasset, ME.	Wood/Canvas Canoe (restored), Kevin Martin, Epping, NH.
Strip Canoes, Mobile Marine, Huntingdon Valley, PA.	Melon Seed Sailing Skiff, Crawford Boatbuilding, Hamarock, MA.
Strip Kayak, Arthur Brunt, Wolfeboro, NH.	Birchbark & Wood Canvas Canoes, The Loon Works, Madison, WI.
Lapstrake Canoe "Rob Roy", William Bailey, Kittery Point, ME.	Scandinavian Rowboat, Paul Kimball, Kensington, NH.
Light Dory, O'Connell Wooden Boats, Lancaster, PA.	Double Paddle Paper Canoe "Wee Lassie", Walter Fulham, Princeton, NJ.
Lapstrake Daysailer, Kevin Martin, Epping, NH.	Chamberlain Rowing Dory, Tom Sleeper, Marblehead, MA.
Cajun Pirogue, Fibercraft Boat Kits, Weymouth, MA.	Whitehall, Tim Mayer, W. Buxton, ME.
Daysailer, "Town Class", Pert Lowell Co., Newbury, MA.	Unspecified, Lowells Boat Shop, Amesbury, MA.
Sailing Swampscott Dory, Crawford Boatbuilding, Hamarock, MA.	Unspecified, Landing Boat School, Kennebunkport, ME.
Plywood Sea Kayaks, Raven's Wing Boats, Wiscasset, ME.	Oars & Paddles, Water Power Products, LaHave, Nova Scotia
Sailboat, Paul Kimball, Kensington, NH.	

TRADITIONAL PULLING BOAT RACES ON THE PISCATAQUA RIVER STARTING AT PRESCOTT PARK ACROSS THE STREET FROM STRAWBERRY BANKE

- 1:00 P.M. - 6 MILE ROW AROUND NEW CASTLE ISLAND FOR MULTI-OAR GIGS.
- 3:30 P.M. - WORKING MAN'S RACE FOR PORTSMOUTH NAVAL SHIPYARD EMPLOYEES, MILITARY & CIVILIAN
- 4:15 P.M. - HANNAH MARINER RACE FOR WOMEN ONLY.
- 5:00 P.M. - GRAND CHALLENGE RACE FOR ALL OAR-POWERED CRAFT.
(Competition for prizes limited to traditional oar-on-gunwale rowing craft, no sliding seat/rigger or racing shells eligible)

Registration from noon on at \$5 per person. Mike Kelso (207) 439-4635

SOLO MAINE ISLAND TRAIL EXPEDITION

July 1st is the day I dip my paddle blade into the sea at Kittery Point, Maine, and head to Lubec and back again on my "Solo Maine Island Trail Expedition." I'll be paddling my Nordkapp through the months of July and August, approximately 1,000 miles. I expect to stop over at the Advanced Sea Kayak Symposium in July in Biddeford and the Sea Kayak Symposium in August at Castine.

I welcome company from any paddlers who find themselves in Maine during my trip. Anyone so interested can contact me and I'll provide them with my itinerary. I'll be stopping off at the maritime museums and schools, including Hurricane Island and Chewonki. I expect to meet many interesting people and see many interesting places.

Don Gorski, 47 Argyle Ave.
W. Hartford, CT 06107, (203) 561-4474.

ABOUT THAT "BELL" SAILBOAT

I received four replies from readers to my inquiry which you published about a "Bell" sailboat I had acquired. It's a GP-14 built by Bell Woodworking in the U.K., designed by Jack Holt. Many thanks to your readers.

John Karrer, Taunton, MA.

INVITATION ACCEPTED

Your invitation to join the crowd receiving your magazine is gratefully accepted. I have found building as much, or more, fun as sailing, and I am glad to have another "re-inforcement" of my passion. Thanks for being there.

Paul Connelly, Milwaukee, WI.

INAUGURAL CRUISE

The "Mary B. II", our new 14' 9" Whitehall, built for us by the Washington County Vocational School in Eastport, Maine, was christened at the town cove in Orleans, Massachusetts this spring with a salute from the cannon of



Your Commentary

GOT THE SAM ADAMS BEER

I successfully traded my Sailfish gear for Samuel Adams Beer with a classified ad in "Boats". David Niles from New Hampshire gave me two six-packs because he was so happy to make the deal. I've had several calls, thanks for helping me pass on this gear to someone who'll use it.

Randy Roorbach, New Canaan, CT.

HELPING FAN THE SPARK

I get more mail than I can believe and the only thing I really give a damn about is "Messing About". You turn out a superb, balanced, informative, interesting journal and even when I happen to be nearly out of small craft (my inventory keeps revolving) you help fan that spark of the real enjoyment of life on the water, the beautiful things that float upon it or swim within it.

Why not take a trip out here to Vancouver. You could take in the Victoria Classic Boat Show and the Port Townsend Wooden Boat Show, the Center for Wooden Bots in Seattle, etc. You might get enough news for several issues.

Neil Thompson, W. Vancouver, BC, Canada

the Orleans Yacht Club. My family and I are now having a dynamite time exploring the outer Cape's bays and marshes. I also plan to join in many of the trips planned by the Cape Cod Vikings Ocean Dory Rowing Club.

Barry Donahue, Brewster, MA.

ABOUT THOSE HI TECH MATERIALS

I have been wondering about the TYVEK sail that Platt Monfort was experimenting with, and now I see it mentioned in the June 1st issue on page 14, fitted to his "Blivet". My friendly local builder sold me a piece of TYVEK and I plan to use it as a canopy material for my steam launch. I have to make a lightweight frame and supports, but it should be satisfactory.

I noted another correspondent plans to use a polyester material on a project. He should be aware that when exposed to the direct rays of the sun, polyester will hydrolyze and become very "rotten". What effect fillers have on this I know not. Does anyone have a pipeline into DuPont? Their technical people ought to be able to provide an informed answer.

You have been promising a piece on boating for the handicapped. I haven't seen it and now the promise had disappeared. What gives?

Sam Clogston, Olcott, NY.

ED. NOTE: TYVEK is noisy flapping in a breeze, might be too much for that canopy. The handicapped boating piece is postponed until our correspondent has completed a week-long kayak cruise in Maine with other handicapped paddlers and reports to us on this first major experiment in such boating.

ABOUT THAT HERITAGE BOAT SHOW

I'd like to correct an error in Jim Thayer's report in the May 15th issue on the Heritage Small Boat Show in Virginia Beach. Jim reported that I went for a row with a lovely friend in our Rushton and holed it with a paddle returning through the surf. Not so. It was my partner, Danny Sutherland, and HIS lovely friend, Marissa Truax, who did it. And they're still trying to place the blame between them!

Howard Mittleman, North River Boatworks, Albany, NY.

THE AMOUNT OF JOY

A thought to remember: "The amount of joy and use derived from a boat is inversely proportional to its waterline length!"

John Beirne, Ipswich, MA.





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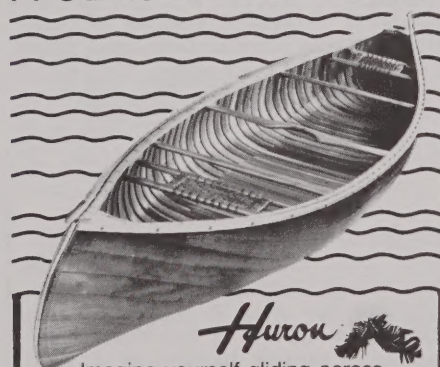
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Some Recent Events

MYSTIC SEA KAYAK SYMPOSIUM

Forty-eight sea kayaking enthusiasts signed on at Mystic Connecticut's Community Center on May 20th for an all-day program, "An Introduction to the Sport of Sea Kayaking." An expanded program of lectures and workshops seemed to have met the group's interests, as it was nine in the evening before things concluded at the end of Don Bett's superb program on building a sea kayak. Later, about a dozen of the "staff" went off for a full moonlight paddle. And, on Sunday morning, about 30 paddlers journeyed upriver to Mystic Seaport in a drizzle. Much enthusiasm.

Ernie Palmieri presented the Saturday morning program on the title subject. Ernie's been behind the former symposiums held at State University of New York and is well experienced in presenting the subject. In the afternoon he conducted a program on navigation. Demonstrations of paddle strokes and various rescue techniques took place

in the Center's Olympic size pool. Janice and Bill Lozano, who organize sea kayak tours in the Caribbean, covered expedition planning. And out in the protected cove on the river at the Center's beach, it was hands-on practice for many in the warm, sunny afternoon.

Evening programs focussed on the "Ecology of a Salt Marsh" with Jim Stone of the Mystic Marinelife Aquarium; the "Lower Connecticut River" with Jim Ellis of Blue Heron Kayaks; and Don Betts' talk on building a sea kayak of wood strips and fabric covering.

The success of the event rested heavily on the efforts of the many volunteers who worked with the Community Center staff to organize and conduct the programs. The response of the participants was so positive that the organizers feel that they MUST do this again next year!

Reported by Mimi Kalamian and JoEllen Anderson.

RHODE ISLAND SEA KAYAKING CLINIC

Tom Derrer, designer of, and president of, Eddyline Kayaks, held Rhode Island's first public sea kayaking clinic on May 28th at the University of Rhode Island's Graduate School of Oceanography. Co-sponsors were Baer's River Workshop, Ocean State Paddling and the Rhode Island Canoe Association Sea Kayaking Committee. Over 125 people came to see and hear Tom and his wife Lisa present two beautiful slide shows illustrating kayaking in a variety of environments from arctic to tropic.

Then it was down to the beach where the Derrers explained and demonstrated elementary kayaking techniques and rescues. About 50 of those present then hit the water with vigor, trying out six different designs of sea kayaks that were available. Tom and Lisa stayed on the beach to assist and answer questions raised by the enthusiastic paddlers.

Report from Bob Sand.

VIKING OUTING

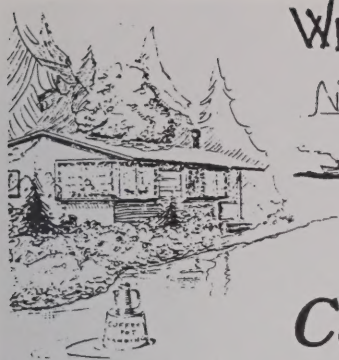
The first outing of the Cape Cod Viking Rowing Club took place on June 3rd with 6 people in four boats turning up at the town landing in Hyannis harbor at 8 a.m. The boats included a Banks dory, a wherry, a Whitehall and a Saroca in rowing trim. Our excursion took us around the inner harbor and out to Great Island in Yarmouth with a slip over Egg Island on a slightly rising tide. After cruising into Uncle Robert's Cove, we stopped briefly for refreshment and then made our way over to the cove behind Pine Island where we hoped to have lunch and portage the boats over a narrow isthmus for the final leg across Lewis Bay.

Before the sandwiches were unpacked, we were accosted by the beach police of Great Island, who told us we weren't welcome and to get our butts below the low water mark. After listening to their lecture on how the Coastal Access Bill would never clear Congress, we



rafted together and ate lunch. From there we rowed home across Lewis Bay. A total of six nautical miles were navigated.

Reported by Barry Donahue.
Photo by Frank "The Ruin" Rowe.



WESTON FARMER

Naval Architect-Marine Eng'n.

Notes from Coffee Pot Landing

UFFA FOX ON SPEEDBOATS

Dear Malcolm,

Thank you no end for Uffa Fox's superb book on English speedboats. You have an unerring instinct for putting a finger on my closest interests. Especially appreciated is the fly-page dedication.

My apprenticeship in boat building and designing was at the old Ramaley Boat Works here. High speed craft were the firm's main dish with customers such as Win Wood, Car Wood and Ogden Gray. My first commissioned "design" was for Win Wood, a boat named "Sunbeam" which did 30 mph and startled me out of my 9 mph wits when she was first fired up and opened up for go. Gar has been long gone and Winfield died here last month. Uffa's gone too. Only a few old fossils left.

For ten years we built about a boat a month in the "speed" sector of design. Each produced a puzzle of searching design questions. Naturally I knew of the early boats now encompassing Fox's work. They would be built, and were then to me projections. Each touted as the 8th wonder of the world. Now you have given me a package which tells how they worked out. To me, the book is a bundled perspective.

From a cursory reading of a few chapters, I take some amusement from Uffa's opinions as to what makes this kind of boat tick. Undoubtedly he was a wizard in sailing yacht design, but he was a greenhorn in speedboat design analysis. A classic example of pencil and paper thinking, which is a phase through which I myself at one time passed.

I wish I had time to regale you with my encounters with Gar Wood, who lifted my design for Ogden Gray for a Liberty-powered 28' runabout, stretching her 5' to make the flyer he called "Baby Gar" runabouts.

Again, thankee, I owe you a good letter. This ain't it.

Anon, Wes Farmer.

A WONDERFUL LITTLE BOAT

Jan. 16, 1973

Dear Mr. Shock,

I'm delighted to be filled in on the wonderful little boat, "Coyote". I fell in love with her when,

as a boy, I fell heir to a bunch of old "Rudder" magazines left me by an uncle of whom I was fond. I pasted the clip of her description in an old scrapbook. When I was a student of naval architecture at Ann Arbor, the indoctrination to tank work under Prof. Sadler was to produce your own model and work up her curves. I chose "Coyote", and thereafter by years, pasted the results into the scrapbook. Looking for something to illustrate my points about a slippery boat, I came across the old stuff in the now yellowed and dozy scrapbook and lifted it out and had mylar projection prints made to send to the magazine. I'm glad to be set straight on her scantlings and full dimensions.

I remember calling on your father in L.A. one morning, just faintly now. The office was in some office building downtown below Westlake Park, rather crowded and small, with a roll top desk. I had such reverence for the "Scaramouche" and other of E.B.'s boats! We talked "Coyote" too, and he said she was as light as a canoe, which is where I got my reference

All best wishes, Wes Farmer

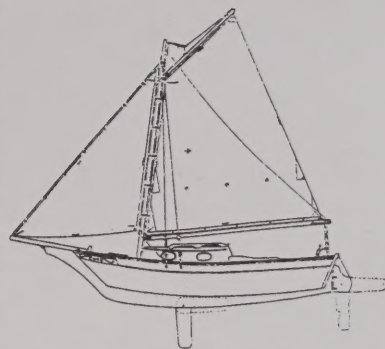


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Getting to Meet "Big Mama"!

There it was down below, REAL whitewater! Class 4 and 5 stuff we were told. And what we could see from where we stood wasn't the really big stuff either. And here I was all geared up for running these rapids, wetsuit, bulky horsecollar life vest, little red plastic helmet, paddle in hand. Standing beside a plump inflated raft with a half-dozen others similarly attired, waiting our turn in a long line of similar rafts lined up down a long incline to the river below, much like a lineup of cars at a toll booth somewhere. To our right the bulk of Harris Dam loomed, holding back the waters of Rainbow Pond and giant Moosehead Lake. 6,000 cubic feet of those waters were gushing from beneath the dam every second and rushing

off down the gorge we'd soon be rushing down ourselves.

This was the Kennebec Gorge, about 12 miles of whitewater in what appeared to be a "wilderness" canyon way up in northwest Maine. What was I doing here? I'd never done any whitewater paddling. Well, the folks at Downeast Whitewater had invited me to join one of their rafting trips this spring, to experience the thrills, maybe write about it afterward. A press junket. This was about a \$90 adventure on a weekend, something I'd probably not thought of taking on my own. It was an offer I could not refuse.

Someone once told me about the whitewater kayaker who had painted on the bottom of his craft, visible when he was upended in turbulence, "Real men don't raft

whitewater". Apparently rafting rapids is not highly regarded by purists in kayaks or canoes. My impression of whitewater rafting had developed from such inputs over time as a sort of thrill ride, like a roller coaster ride, over very wet natural terrain. I hadn't really thought of it as messing about in boat. So now in late May I was going to find out about this.

This is no small scale game. Even on this Sunday, when often rafting is limited by limited water releases (the dam generates power, demand for which on Sundays is usually low, and the power company hates to waste its "fuel") the put-in at Harris Dam was a busy place. After a dozen mile ride over paper company dirt roads through desolate clear cut areas, our old

Bluebird schoolbus turned left into uncut forest and soon came out in a big open area where many, many other busses were parked and people everywhere in wetsuits were gathered around rafts of many colors. It seems there are 15 "outfitters" who have permits to conduct commercial rafting trips in the area, and each can launch up to 10 rafts with 8 clients aboard each. I'd guess today there were maybe 50 or so rafts. My hosts had only two, with 11 clients.

During the previous week over nine inches of rain had fallen in western Maine and too much water had backed up behind the dam. So the Central Maine Power Company was dumping close to the maximum 24 hours a day. Heaven for the rafters. Big water ahead. Slowly we inched down the slope towards the one raft at a time launching spot over some riverside ledges. We'd had the safety lecture, which discussed what we'd do if anyone fell overboard, or if the raft flipped over, all the various contingencies that might occur. Our guide, Tom, was easy and relaxed. He'd done over 400 trips in eight years on the Kennebec, so this was pretty routine. Only the "crew" was new and unpredictable for him each trip.

One becomes part of the "crew" on these rafting trips as it is expected of you that you will paddle strenuously upon command, to give the guide in the stern steerageway to enable him to steer the raft where he chooses to go in the worst of the whitewater. The thing that can flip a raft is lack of sufficient forward speed over the water, which itself is moving downstream at about 6-8 miles an hour. If the raft hits a big standing wave or drops into a "hydraulic" without sufficient forward speed over the water, it'll just stop and then slide backwards and flip or fill. Sounds dangerous. In inexperienced hands it could be. With the guide in control, even a flip usually means just a delay while everyone gets collected back together and back into the raft.

These rafts are something indeed, about 16' by 6', big fat inflated hull with inflated thwarts across bracing them, a flat fabric floor beneath. They're not clumsy despite their appearance, but are very responsive to the guide's controlling paddle. They cannot sink, but they do take on lots of water in the big rapids, and a five-gallon plastic pail is carried for bailing out after any particularly heavy whitewater.

At last we got to the water's edge, launched the raft and paddled out into the swift moving current. Tom conducted a brief training session right there; "All ahead", left ahead, right ahead, left back, right back, all back, HOLD ON!" Our raft was undermanned with on-

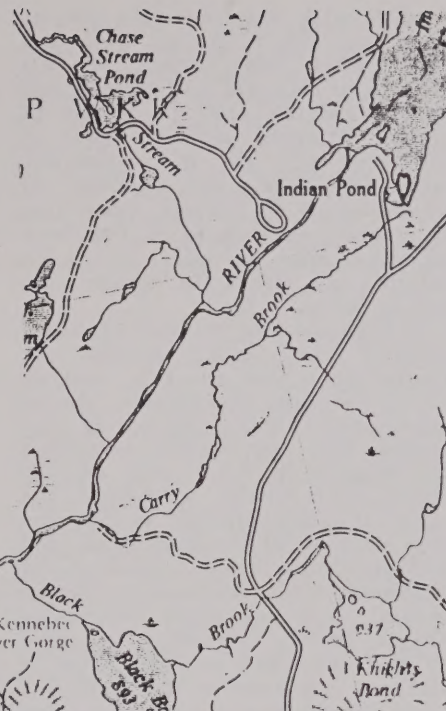
ly five of us. A group of four couples had hoped to crew a single raft, but with just eleven of us altogether (I was the odd man) two rafts were needed, and we had the short end in ours. This meant that I turned out to be the only paddler on my side behind the bow paddler, while the opposite side had two. We were three down from the normal full complement of eight. While this reduced our paddling power, it allowed the raft to float higher and give us a livelier ride.

Perhaps you suspect that our participation with such minimal "training" was not to be taken too seriously. I did. These trips run all season with thousands of untrained non-boaters on board and



nobody gets lost or seriously injured. So, despite the intimidating circumstances on the river, this is, like a roller coaster, a pretty safe thrill trip. The others in our crew were active outdoor folks, bicyclers and downhill skiers, but not boat people. They could focus on the thrills and scenery while I additionally was paying some attention to this as a "boating" experience. Not being a whitewater paddler, I devoted myself to following Tom's commands, when not grabbing a lifeline or falling into the middle of the raft. One of the guide's problems on a trip can be an experienced paddler who tries to control the raft, presuming he knows what ought to be done. Better to have a raftload of the totally uninitiated.

So off we went, turned downstream towards the first of a num-



ber of rapids ahead, "Throat Taster", part of a series known as the "Three Sisters", Class 5 standing waves that were moderated much after a 1983 flood washed out the underwater obstacles that created them. Now it was a sort of "introduction" to what lay ahead. Tom could see how his crew was going to react and make his subsequent choices on his path through the rapids based on what he saw. My limited experience in turbulent ocean waves caused me to grab on at the first big wave we crashed into, even though Tom had not commanded us to "Hold on". No matter, and after a couple more I relaxed a bit as I realized how this big soft raft cushioned the impacts and sort of "flowed" on over the stuff. A hard-shell boat would toss you right out with some of the impacts experienced.

The paddling position we assumed is kind of a precarious feeling one. One sits on top of the broad gunwales, not on the cross thwarts, and reaches over the side to paddle, leaning out and ahead to get a good bite on the water. When the water drops away into a hole, the paddle waves in the air and it's not too hard to tip over the side when no solid water contact is made. The two bow paddlers brace their feet against the cross thwart. The two paddlers opposite me brace against each other's feet. I braced my left foot on the flat floor. Not so good. This caused me to fall into the raft several times when I lost my balance as my foot slid away at an awkward moment. But, better than going overboard, and the rest kept on paddling.

The river rushes on, periods of just fast moving "quick" water interspersed with the challenges. After "Three Sisters" came "Allyway", Class 4 and 5 in a narrow

passage with huge standing waves. Here we heard Tom's "hold on" right after his urging of "all ahead". It was wet and bouncy and wild, lurching through sheets of spray. Entering each of these is the time you get to contemplate this craziness and wonder at what's about to happen. Once into it, there's nothing to do but hang on and ride it out. Confusion reigns, but Tom's in control, so not to worry.

I guess Tom decided he had a pretty good crew despite my floundering into the raft, and we didn't get into any trouble. As we approached "Magic Falls" it appeared Tom had decided he'd take the biggies head on with us. He could have chosen to bypass the worst in many places. My companions were all of my generation, and a pretty cool bunch, heeding the commands and soldiering on. One of several stops took place just before "Magic Falls", ostensibly to give us a break, and to allow Tom to sort out his place in the traffic. I think it also was a move calculated to give us a good look at what lay ahead in anticipation. It was pretty intimidating.

These "falls" were not big waterfalls, "over the brink" stuff, but more a series of two or three foot dropoffs with attendant huge standing waves where the downward surging water reversed itself off the bottom and soared several feet into the air. Just around the corner from the outcropping ledge on which we beached, the water poured smoothly over the brink of the first of the several drop offs. It was just chaos from there on for several hundred feet. Having had our break, we reboarded and paddled upstream a bit in the eddy, turned and went for it, full paddle ahead. Then it was "hold on" and a wild ride indeed. It's pretty exciting stuff as long as one doesn't have to retain presence of mind and try to do any sensible thing like paddle.

Tom decided we'd have a go at

The 15' Avon raft used carries up to 8 persons plus the guide. Note darker top of gunwales, a less slippery surface upon which the paddlers sit. The "thwarts" are not used as seats. Our raft was missing the middle thwart.



a giant hydraulic known to the guides as "Lester the Molester". Yes, that's its name. A hydraulic seems to be a place where water pours over a brink into a giant hole and resurges upward on the far side so violently that it topples over backward into the hole. Solo paddlers can get pinned to the bottom in this sort of thing. Dangerous to the inexperienced. To properly run this monster, we had to give Tom some forward speed. It's a funny feeling trying to paddle up some speed when you're already moving over 8 miles per hour and accelerating. But we did it, and at "hold on", we crashed into this thing. Again I fell into the bottom of the raft, damn that left foot. Beyond, as we regrouped, Tom laughed and offered that, "at least you fell into the raft, the last journalist I took through "Lester" fell overboard!"

After this, things eased up and Class 2 and 3 rapids became the course, with much more fast moving relatively undisturbed river in between. Tom explained that the Kennebec Gorge is a great first time whitewater experience for rafters as it has some real biggies and is very scenic, but is not technically challenging to the guides. The West Branch of the Penobscot trip is more demanding technically and the nearby Dead River is more continuous rapids, but not so spectacular in scope.

We stopped several times along the way, once for a coffee break that was supposed to have been our riverside steak barbeque. The steaks had failed to arrive in the support raft due to a logistical screw-up. We had them later after the trip. In more moderate water for the balance of the trip, going through places like "Stand Up Rips", Class 2 and 3, Tom handed over the "helm" to anyone of us who cared to try it. Since the others had paid their way, I declined to accept the paddle until after the others who wished to had their tries.

I did "take over" over the last few miles negotiating mostly fast moving current and modest sets of one foot standing waves. I was pleasantly impressed with how responsive the raft was to my efforts at control, and gained new appreciation of what Tom had been doing back here going through the monster rapids. Most of the time we drifted along, using the normal current flow to choose where we'd go. As one set of larger rapids appeared, Tom asked me, "What now, Bob?" I was the skipper? It was a nice bit of flattery. So I hollered, "all ahead", we picked up enough speed to keep the raft bow on, and rode on through without incident. This seat back here was a pretty nice place to be.

Tom pointed out that riding back there can be pretty demanding in the big stuff, for as the raft bends itself up and over the humps of water, it can flip its tail abruptly and the guide finds himself in the "ejection seat". What happens if you lose your guide? Now what? It happens. Apparently, when you fall into the river, you usually surface next to the raft, the current is so swift it carries everything along at the same speed. Anyone overboard often can be picked up as the raft surges on. If not, the raft can be brought to the banking at the next eddy or easing up and the floating paddler retrieved.

We were invited to enjoy floating down this last couple of miles in our life vests if we chose. Our crew declined, but we saw others like ducklings clustered around a mother duck cruising along in little fleets. In high summer this can be a refreshing way to go. But on this gray May day with this cold water, even in a wetsuit, no thanks.

Back at The Forks, where the Kennebec and the Dead Rivers join, we took out, helped load the deflated rafts on a trailer, rode back to Kelley Brook headquarters in the Bluebird, dried off and enjoyed our delayed steak barbeque. Then it was picture time. We would be able to view slides taken of us in action and also a brief video. All part of the marketing program. One of the reasons for our several stops enroute was to allow photographer Dave to get back ahead of us to the next "hero" section for more photos. I have great respect for this quiet young man. He loaded two ammo boxes full of 35mm motor-driven camera and videocam into his whitewater kayak, slipped into the cockpit, fitted the spray-skirt and was off downstream through that intimidating water! He'd stop at the chosen spot and set up to catch all of the Downeast rafts as they came by. Today it was easy, only two rafts. When all ten were on the river, much bus-

ier. I watched him in the river. I was impressed. Just another day's work. Dave told me they'd found it simpler to teach a whitewater paddler to take good pictures than to try to teach a photographer how to paddle this scale of whitewater.

The slides were each shown, identified, and a number announced. An order blank provided places to list those you wanted to buy color prints of to show the gang back home. The video was a stock film of exciting moments on the river with your own trip slotted into the middle, both in real and slow motion. You order up what you want and in about a month it turns up at home. The photo on the cover of this issue is our raft tackling "Big Mama", another of the bigger standing waves. It was a good shot. I took no photos enroute as I did not take my camera. Now I feel I could take some using a waterproof sports camera on any possible future trip.

We were a pretty sedate group in the bar/dining room at Kelley Brook, the headquarters and campground run by Downeast. The previous week, a planeload of Brits had arrived and done all three riv-

ers in three days. Rick, the owner, explained to me, "they were a bunch of crazies, weird guys, it was a total three-day blast for them." All the way from England! I had presumed this sort of outing attracted groups of macho guys intent on heroics, but Rick said most of the clients were family groups, groups of friends like those on my trip, or groups such as the boy scouts who had run the river the day before us. On the river, I had noted some rafts engaged in "bailing battles", tossing buckets of bilgewater over each other, rather than overboard. And occasionally there'd be great shouts of macho enthusiasm with upraised fists after a particularly rugged stretch. But we sort of just did it, and after each succeeding thrash through the spray, we'd look at one another with some amazement, perhaps. This was kinda fun, for sure.

If you think this might be a good summer fun trip, you can get all the details in a brochure from Downeast Whitewater, Box 119, Center Conway, NH 03813 (that's the paperwork office shared with Saco Bound) or call them there at (603) 447-3002 or (603) 447-3801. You can

do a trip for \$87 per person weekends, \$74 weekdays, and camp, or rent a rustic motel room nearby. Package deals including everything are offered too. It's certainly a great once in a lifetime experience for anyone who likes boating. Maybe you'll even want to go back for more on another river.

An interesting aspect of this seasonal business was learning that owner Rick, and guide Tom were both school teachers in Augusta. Rick had once been a guide himself, and had moved on into setting himself up in the business while still teaching. This seems to be an ideal off-season job for an outdoor oriented teacher. Tom, our guide, teaches English in high school in Augusta. Assuming that alternative professional role as we parted, Tom kindly offered to review my "composition" and make the necessary "corrections". So here it is, Tom. Enjoy it. I certainly enjoyed the trip with you, you are very good at what you do.

Report by Bob Hicks
Photos by Dave Moore and Bob Hicks

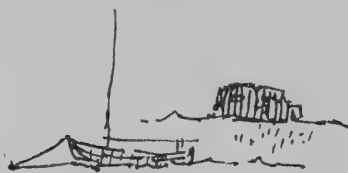


Some summer shots from the brochure. It really is like this!



AWAY

In your letter of May 4th asking advice about a Townie as a cruising boat, you asked about trailering. I always sail from my mooring at the Nahant Dory Club. I like the feeling of sailing away from home and hate sailing back. So does the boat. When I've sailed as far as I can, I leave the boat and take a bus home. Since I don't



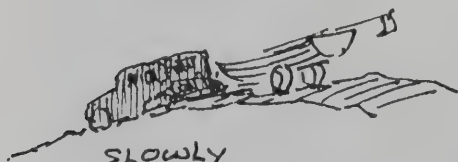
LEFT

have a trailer, I have to beg someone for the use of their's. Then I drive back and pull the boat out.



BEG

It takes two people to lower the mast. It's neither hard nor heavy, just clumsy. Then I drive very slowly home, likened to driving your old ailing grandmother over the Rocky Mountains. All her fastenings will loosen up and secret little things will happen to speed up her demise.

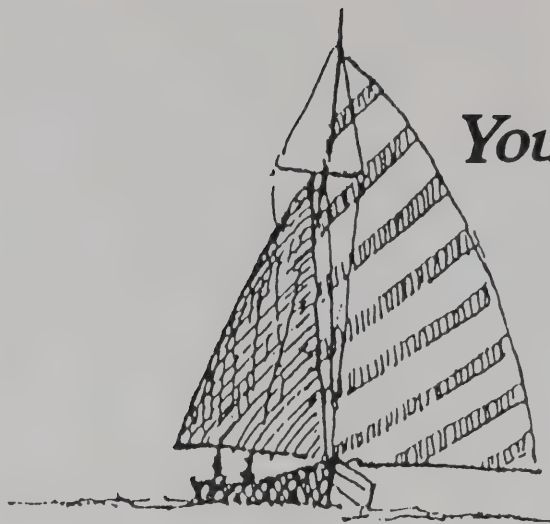


SLOWLY

You ask about stability. The Townie is beamy with good stability. I've never capsized it,

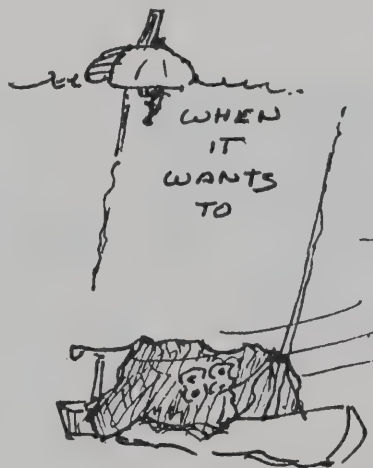


TRYING TO
CAPSIZE IT



WHEN
IT
WANTS
TO

although others have. I filled it until it was awash, then stood on the gunwale and rocked it. It wouldn't go over, but I have a subtle feeling it will go over on its own when it feels like it. So it can laugh at me when it has me hanging upside down. Townies turn turtle.



SHELTER

You ask about shelter. For shelter I throw the mainsail over the boom. Rain pours through it so I throw an old drop cloth over that. This lets the rain flow on me in a more controlled fashion while the whole thing chatters and flaps in the wind, having given up hope of ever functioning properly, and desperately trying to blow away. I've never managed to thwart the elements. I always sit through bad weather and grumble obscenities like a stolid primitive.



STOLD

You Ask About the Townie

Report & Illustrations by Tom

You ask about cruising arrangements. I've completely lost confidence in my anchor, having dragged it over the bottom of every harbor in the vicinity. I don't rely



on seamanship, preparation or foresight. I squeak through with unmitigated luck, remembering that ancient adage that the gods look down kindly on the imbecile sailor. My advice to you is to take a short cruise to see if you have any luck. If you don't, give up sailing and take up spelunking. Skill and intelligence help us to do the things we want to do, but luck helps us survive to do the silly things again.



FOOD

You ask about food and water. I've been very reliably told that I can last a lot longer on water than on food. So I bring plenty of water on long trips and never drink any of it. Food is a joke. Peanuts, beans, crackers and granola. Everything else is emergency rations like the water. I eat everything that disagrees with me. I get stomach pains, gas, nausea and consti-

pation frequently. I hate eating. A disgusting habit I'd like to get rid of.



ROW OR GO CRAZY

You ask about rowing. How efficient and how far. Frankly, I row just to give myself something to do; to stop me from going crazy. I row until I'm tired and there's no real progress. If I look at the water, I'm stationary and it looks as though I'm valiantly trying to push the world by beneath me.

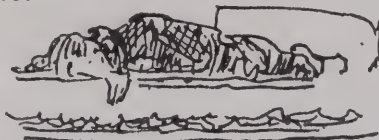


UNSAFE

By now you must have concluded that I'm an unsafe, unserious cruiser and that I really haven't any useful information to give you. So, I'll include the boat description you asked for:

I didn't choose the Townie. It happened to be for sale for 600 bucks. The tax refund for that exact amount came in the mail at the time. You could say that the boat and circumstances chose me. The mainsail is big with a long boom. Great for sailing singlehanded in light summer winds. Moderate winds will have you on the rail with a crew. Two is mandatory for racing or you suffer disqualification. I suffer from disqualification continually. The boat does not like heavy weather and refuses to sail in it.

small boats so I'm complacently ignorant of how comfortable I could be.



ALONE

You ask about my cruising planning. I always sail alone and don't feel overly responsible for the cook, the crew or the captain



COOK, CREW, AND CAPTAIN

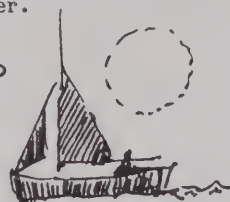
(who I don't give a damn for anyway). My date of departure for a cruise is determined solely on impulse. When I feel I must go, I go.



THE IMPULSE

The wind decides in which direction I go and the weather decides for how long. I feel safest at an unsafe distance from land. Safe at night with no running lights, just an old oil lantern hanging from the boom. Safe in a fog with no radar reflector or horn so long as I'm alone and unseen. I've never gotten the boat to properly "set sail" so I could sleep and let it do its thing. I only weigh 150 pounds so I reef early so as to avoid the terrifying exhilaration of sailing on the edge. I reduce sail before sunset, regardless of the wind. I don't like playing games with the sail in the dark. I hate engines. They're just noisy little things that help take the boat to the bottom when it takes on water.

REEFED



I can't think of anything else that would help discourage you from taking up sailboat cruising as a recreation. Just watch the weather and learn the names of all the deities. Good luck.

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I put the floorboards across the seats and sleep on them rather than on the floor. The boat leaks reliably and I'd drown in the bilge water. I've never sailed in other



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Messing Around with a Sliding Seat

I designed and built the sliding seat rig for my 12' Shew & Burnham Whitehall skiff (illustrated in their ad in the Boatbuilder Section) with several up front constraints. First and foremost, I did not want to make substantial modifications to the fixed seat configuration for aesthetic reasons, and to maintain the flexibility of having several options for rowing stations. I also had a great reluctance to part with the money required to purchase a "drop-in" rig and replace the oars which came with the boat. The oars are beautifully light 8' spruce sticks with narrow cupped inlaid blades, of which I became quite fond once I learned to use them. I do understand that the ping-pong paddle configuration now apparently the current mode is more efficient but again I give way to aesthetics. I guess I am a sucker for tradition (if it's that old it's gotta be good!), buying a succession of Victorian houses and Arlberg designed traditional sailboats.

When I finally learned to handle the oars and to really enjoy the boat, I noticed the tensing in my thighs as my legs tried to take part in the stroke, and this cued me that a sliding seat was in order. I had no experience with such a hi-tech item and was not yet in the embryonic Cape Ann Rowing Club, which could have given me access to such information. I called Shew & Burnham and posed my problem, and as I recall it, they did give me the name of an outfit that made a drop-in or modification rig, but also suggested that a sliding seat was not really recommended for their 12' Whitehall because they felt she would have a tendency to "hobby-horse" with the weight shift of each stroke.

Naturally given to ignoring sound advice (and again not wanting to spend the bucks) I proceeded with my own design. I had already built a removeable thwart which could fit just ahead of the fixed middle thwart so I could get a more comfortable position when rowing alone. The thwart could also be moved to just abaft the middle thwart to use in conjunction with an additional pair of oarlocks installed about 18" abaft the original middle station, to escape a flogging

at the hands of the bow oarsman when rowing double. This also improved the trim considerably for rowing double.

My original intent was to fabricate wooden rails similar to the aluminum ones used for manufactured rowing equipment, but I soon realized not only the difficulty in building, but that I did not want to raise the position of the rower for reasons of balance, comfort and windage. Another constraint was to try to work with materials easily obtainable on Cape Ann (cross the bridge and "go down the line"? Never!).

From a local sport shop I obtained the basic ingredient, four plastic tired ball bearing skate wheels, presumably for indoor rink skates. Using my shop grinder, I reduced the shoulders of the plastic tires to the same width as the steel hubs to ensure that I could pull the axle bolts up tight in the support channels without binding the plastic. I had to buy the 3/4" aluminum angle that forms the support channel for the wheels, but the seat was made from the bottom cross piece of an old exterior door, beautiful flawless straight grain seasoned pine 1-1/4" thick. I used my radial saw to put a couple of dimples in the seat as a mild concession to anatomical realities and to give it a little more of a professional look, and dadoed the outboard bottom edges to accommodate the wheel channels and again to reduce the overall height.

I really had no information on which to base any dimensions so it was pretty much what I felt would be stable and comfortable enough to accommodate my old bones. The seat therefore ended up arbitrarily 19" wide by 8-1/4" deep. The wheel channels are 12" long with an axle spacing of 11" permitting the wheels to stick out fore and aft. The seat is mounted on the channels with the front edge just a bit to the rear of the axle position, with a notch in the front bottom edge to provide front wheel clearance, leaving about 3" of channel sticking out behind the seat.

The track on which the seat runs is simply a 19"x29" piece of 1/2" plywood with 19" wheel tracks of 1/2" aluminum angle. This gives

the seat about 16" of travel which I find adequate. The outside spacing of the wheels is 16-3/4" and I used a couple of old hacksaw blades as spacers along the wheels when mounting the track angles as a concession to precision. This provides a channel deep enough for the wheels to track but shallow enough to clear the galvanized bolts and washers used as axles. Like most sliding seat rowers, I keep a spray can of aluminum lubricant handy. There are small bits of 1/2" angle in the tracks as stops on the back end and a wooden catch in the middle with a corresponding plastic tab on the back of the seat as a forward stop. In addition to the track plate and moveable thwart, I used a 1"x4" moveable plank on the thwart stringers to pick up the weight of the back end of the plate.

Other than a couple of lines on the fixed thwart, there is no fixed position for the plate. Currently I just eyeball it, drop it on and make minor adjustments underway, although I am contemplating something really drastic like a couple of dowels or stops on the thwart. Even without foot blocks, the increase in my pulling power is incredible, very much like running up the genny on a small sailboat, and it is certainly better exercise, unlocking all that muscle tension in my thighs. I do sit higher in my rig than in the rigs used in shells, more like a low chair position than the flat-legged Japanese dining table position required by most rigs. At my age I find it more comfortable and stable and a lot easier on my thigh muscles and what's left of my knees. When going from fixed seat to sliding seat, there is a noticeable increase in the strain on my hands. I am just about doubling my pulling power but the hands are the same hands and they are aware of the increased load.

From pictures taken of "Swift" (appropriately named by her original owner) with me rowing in 1987 in the first "Blackburn Challenge" row "Round the Cape", I could see that rowing from the middle station gave her a slight down-by-the-bow attitude. For the '88 "Challenge" I cobbled up a set of removeable oar-

lock brackets which could be bolted through the existing sockets, providing another rowing station between the existing stations, again without modifying the boat. This had the positive effect of achieving perfect fore and aft trim, as attested to by pictures from the '88 "Challenge". It also raised the oars a couple of inches, a decided advantage when rowing in beam seas. If I throw all my weight into short choppy strokes I can make her hobbyhorse, but my normal pulling with a long steady stroke eliminates this tendency.

For the "Challenge" I also installed a variable position foot block with pedals and velcro straps. I have since found that I am just as happy with only a bar, no pedals and straps, and do not have any trouble making the return stroke, probably because I sit higher and my extended legs are not as flat as is typical for sliding seats. Knowing I would be spending half a day or more on that hard seat, I slightly upholstered it with foam rubber and some red denim, which has worked out quite well.

"Swift" is a real lady, a joy to row and a constant target of admiring comments from all who see her. She lives at the Sandy Bay Yacht Club in Rockport on our float dedicated to fine pulling boats in the summer and on the deck near the electric hoist for winter launching. I try to row all year round, given a sunny day without much wind in winter. Twelve feet may be marginal for a sliding seat rig, but given the size restrictions for the pulling boat float (14' maximum), car topping on my small truck and loading and unloading singlehandedly, she is an optimum size.

I generally row in Sandy Bay, which is tantamount to open ocean, and feel quite safe in my cedar cockleshell. After dunking us both in the surf, I have found I can row her swamped. After all, how far can a cedar boat sink? I carry the prescribed safety gear, but since rowing in a life jacket is not comfortable for me, I keep her painter tied around my waist so we will always stay together, which may be more important than staying afloat and waving "Good Bye" to the wind-blown boat, should I go overboard.

There is no question that she is a displacement vessel, she throws her own saucy little wake, and when playing with her skinny cousins, the ocean shells, in the "Challenge", I can see them, advance twice as far with every stroke of the oars. But, "Swift" and I don't get upset by a bunch of young whippersnappers in hi-tech plastic dugouts propelled by ping-pong paddles. "Tradition", as the song goes, "Tradition".

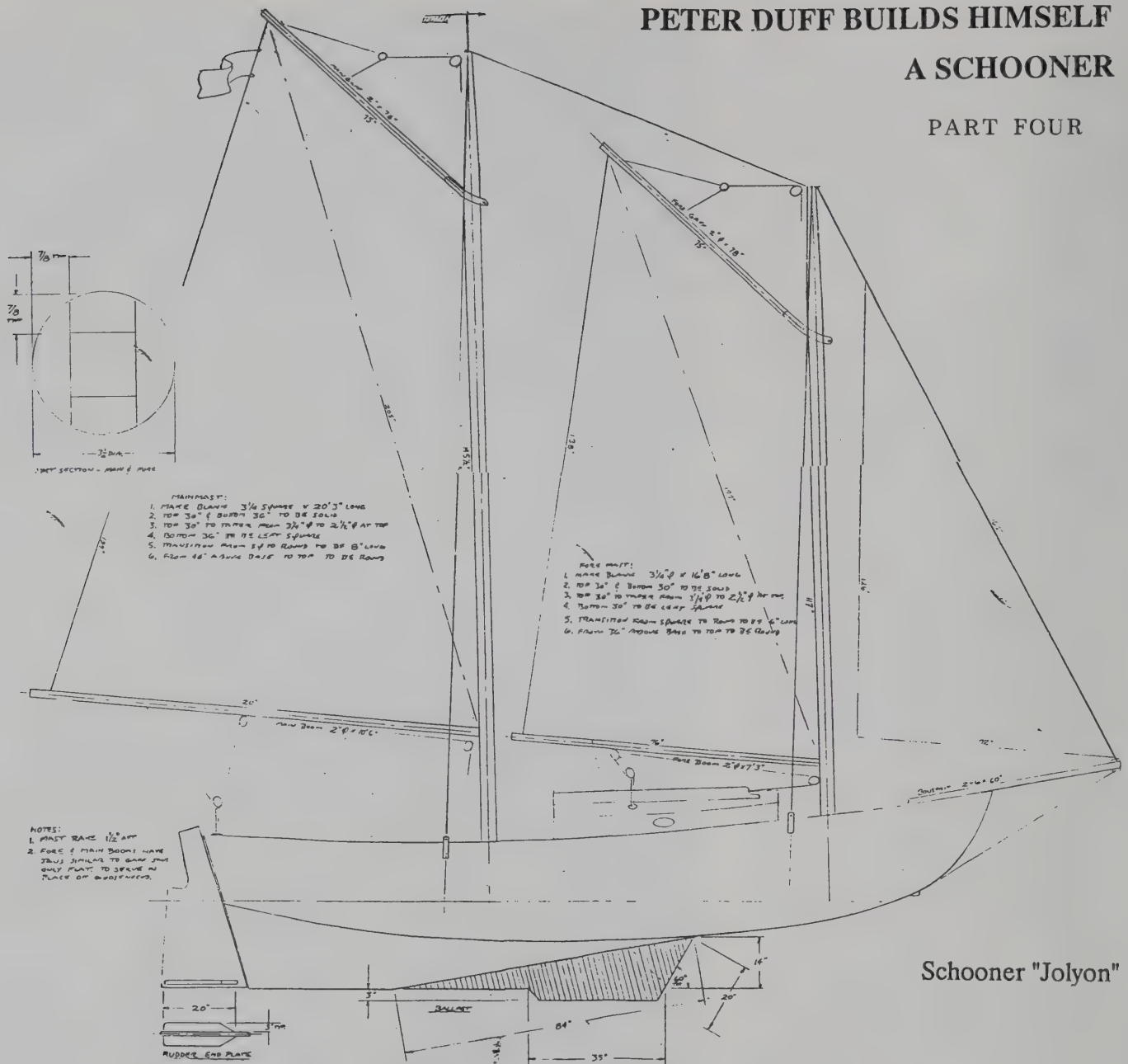
John Krenn, Rockport, Massachusetts.



From the top: The simple drop-in setup on the standard Whitehall thwart. Detail of foot stretcher. Detail of seat and tracks. Detail of oarlock.

PETER DUFF BUILDS HIMSELF A SCHOONER

PART FOUR



Schooner "Jolyon"

Spring has flickered in and out, rather like an early motion picture. On average, it's been here more than it hasn't. It's let me get a lot of work done on "Jolyon", the little schooner I'm building. Given a full day of dry weather, I'll finish the restoration work necessary on the hull, deck, and cabintop I acquired from my son several years ago. It continues to look good. I'm beginning to get excited.

The next stage is to do a proper job of design on the rig and hardware. The quacks are forecasting moderate to heavy rain for the next few days, so I'll use it to advantage at the drawing board. If it's all right with you, I'll talk about it as I draw.

I need three bits of information: First is the overall configuration of the rig. Second is a detail description of the spars. Third is a large scale drawing of the sails. I think this will all go on one drawing

without it becoming confusing. There it is in front of you. It's been photo-reduced from 1" = 1' 0".

The hull in this drawing is here merely as a reference. Its principal dimensions are accurate. Much of the detailing is just freehand, included to show how the whole thing will look.

The three sails are about the same size and shape as those in the cartoon that illustrated the first installment about "Jolyon". But each is subtly different. This large scale drawing is important for spar-maker, sail-maker, hardware fabricator, and boatbuilder. Trying to work from the cartoon is possible when one head wears all those hats, or when one artisan's part in the drama is complete. In this case, I'm the boatbuilder, spar-maker, and I'll make drawings of the hardware for a friend to

fabricate. Someone else is making the sails. So a proper drawing is an absolute necessity.

The mast locations are pretty well established at 13 1/2" forward of the deckhouse, and 18" aft of it respectively. The feet of the sails (or wouldn't it be more proper to say the "foots" when discussing sails plural?) are changed from the cartoon. In fact they're the most major change. I've known for years that the bottom of the sailplan on a multimasted vessel looks best if it's a straight line. On the cartoon I drew the fore and main booms parallel, but not colinear. The foot of the jib is in a world all its own. Also, clearance under the fore and main booms is much too low to live with. A gybe would take off heads every time the little vessel goes downwind. So I've raised both booms to be colinear. This has given a comfortable amount of

headroom in the cockpit. I think she looks better, too.

The fore boom is also higher. It will still interfere with entry and egress from the cabin, but less so. I'll arrange to support it off to one side for stowage. I'd originally planned to secure a wire lift to the forward face of the mainmast. I'd just hook the lift onto the end of the fore boom as I let the sail down. But as well as positioning the boom, furled sail, and gaff right plop over the companionway, the wire lift would interfere with the hoops or lacing on the mainmast. Maybe I could secure a lift to the port main topmast shroud. We'll see.

The jib has been giving me problems ever since I undertook this job. As you can see, the foot of the jib is not colinear with the booms. It's the same angle. I think that's about the best I can do. How the jib is to operate has been my quandary. I can think of three sheeting methods. Each has its advantages and disadvantages. I've yet to pick one over the other.

The three methods are:

1. Loose footed sail with two separate sheets. With this one you should have little trouble getting efficient sail shape, and it would certainly be the least expensive. On the other hand, it won't be self-tending. You'd have to let-go-and-haul for each tack.

2. Loose footed, but with the clew attached to the aft end of a club. Please!!! a jib boom, pronounced "jiboom" as one word, is the removable part of the bowsprit on a large vessel. It is usually placed on top of the bowsprit, extending it forward. The jib boom has nothing to do with sail control.

The stick controlling and locating the clew of the jib, if its forward end is attached to the boat at, or below, the tack of the jib, is called a "club". The foot of the jib may be lashed to it or not, although the latter is generally considered superior. It is also considered superior for the forward pivot point of the club to be several inches aft of the tack of the sail. If the sheeting is arranged properly, and has sufficiently low friction, the jib will be partially self-tending when you tack her. Unfortunately the sheet is asked to do too many things with this rig. It must pull the clew down, to tension the leech. It must also locate the clew athwartships. It can't do this well without additional controls. It's too bad this setup works so poorly, 'cause it's the traditional method. I'd like to use it for that reason..

3. Loose footed, using a wishbone or sprit to tension the leech and foot. For this little sail, a single part sheet will be adequate. No traveller is necessary.

Friction is very small. Sheet loads are minimum. The jib self tends. The wishbone or sprit acts as a vang, so downwind performance will be the best of all the rigs. The negatives of this rig are that it doesn't look traditional, and that it requires three extra lines, a lift, a downhaul, and that most picturesquely named piece of rigging, a "snotter". I have much experience with options 2 and 3. It'll be interesting to see which one I'll choose. Option 2 looks better. Option 3 works better.

The next thing I want to consider is standing rigging. This little boat will have standing rigging for two reasons: first because she'd look naked without it, and second to provide a straight luff for the jib.

Both fore and main masts would stand unstayed if the gaff sails were all they had to support. So four shrouds, a bobstay, and a spring are needed on this vessel to make her forestay adequately tight.

All wires aloft go to tangs on the masthead fittings. These fittings are complete caps to seal the spars' end grain. Both peak and throat halyards attach to the masthead fittings to reduce their torque loads to the masts to a minimum. All halyards are single part, of pre-stretched line, with a traveling block spliced into the hauling end, to make into a 3-part tackle, if power is wanted to sweat up the last little bit.

Standing rigging will all be 7 x 19 stainless steel. End fittings will all be stainless thimbles secured with Nicopress sleeves. Over the last ten years, I have seen a several articles by professional riggers. To a man they condemned the ubiquitous swaged terminal. After as few as a single seasons in the tropics, swaged fittings may need to be replaced. It seems they crack, from stress corrosion, improper swagging, and just out of pure orneriness. For the "perfect is none to good for me" owner, Norsemen or Sta-Lok terminals are reported failure free, for commensurate prices. All these articles also quietly report failure free performance by the lowly Nicopress sleeves. So that's what I'm gonna use.

Chainplates will be stainless steel, mounted on the outside of the wales. They will be flush through bolted into large stress distribution blocks in the cabin?

All the spars except the bowsprit will be varnished spruce. The bowsprit will be made from a pressure-treated, yellow pine 2 x 6 from the lumber yard (presuming that paint will stick to the stuff. It'll be wide and strong enough to walk out on

Most of the hardware will be standard,

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off-the-shelf stuff (blocks, for instance), or simple flat stock, needing only drilling, cutting, or bending (for example, the chain plates are 3/16" x 1-1/4" flat sawed to 8" long, and three holes drilled in them). But three pieces of hardware are worth talking about: the two masthead fittings and the bowsprit end fitting. Each will be called upon to be a lot of things. To do so, at a reasonable cost will be a fun challenge.

The masthead fittings will be alike, but will differ because they have different leads and angles coming to them. Both will start with a 2-1/2" diameter x 4" long tube. Tangs for halyards and standing rigging will be welded on one end in such a way as to make the can watertight. This can will be a snug fit over the top of its mast. This will put the least stress on the mast, and will protect the vulnerable end grain of the spruce.

The bowsprit end fitting will be a busy trinket also. As well as holding one end of the forestay and bobstay, it will have to hold the tack of the jib, a turning block for the jib downhaul, and provide smooth chocks for mooring pendant and anchor warp. I prefer to lead these two lines over the end of the bowsprit, rather than over its side, or through railcap chocks. This eliminates the worry about chafe of the warp on the bobstay. I've used this scheme on quite a number of boats. It

works very well. The only caveat is that the forestay and shrouds must be in place, to support the bowsprit. Without them you're very likely to break the bowsprit when the warp snubs up sharply as it could in a storm. .

One other bit of hardware is worth discussion. There will be no goosenecks. Instead the forward end of each boom will have wooden jaws, just like the gaff jaws, except they will not be bent upward. Instead they will be flat. They will fit around the mast just as gaff jaws do. To hold them from falling down when the halyards are slacked, I will build wooden collars on the masts at the appropriate heights. This scheme will let the bottom part of the luff follow the luff at the gaff. I hope that taking the twist out of the luff will improve performance.

Finally for today, it's time to talk about paint and color schemes. The paint I will use is Sterling, two-part, true polyurethane. Most of the polyurethanes, including all the one part examples, are simply alkyd paints, with polyurethane added as a filler. Sterling, and its almost identical twin, Awlgrip (They're right down the street from each other, in St. Louis.) are incredibly tough, long lasting, and glossy. The first two are beneficial. The third is inappropriate for a gaff-headed schooner. I have some "flattening agent" from Sterling to try. I hope it

works. I'll start with a coat, or coats, of a Sterling epoxy high-build primer. This is intended to fill imperfections too small to fill with putty. It sands pretty well, and will give a good base for the polyurethane. I'll use it everywhere above the waterline, but nowhere below.

The colors I will use are:

Topsides	Dk Grn	F
Wale	black	F
Deck	Buff	SG
Trunk sides	White	G
Main hatch	White	G
Coamings	White	G
Cockpit sole	Buff	SG

I'll spray the primer and the topcoat on with a fancy new gun I have. One of the major problems one has to deal with while spray painting is overspray. This gun is uncanny. It makes no overspray except when is inaccurately aimed. There's certainly no dense cloud of the stuff, as most guns produce. I regularly use it in the close confines of my shop.

The sun has just appeared. It looks safe to uncover her. So I'll ask the machine to save this to disc, bid you adieu, pick up my hammer and tongs, and go at it.

My invitation to come and see "Jolyon" as she comes to life, here in Mattapoisett, is still open. I enjoy visitors. Please call me at 508-758-4991 for instructions and to verify that I'll be here.

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Attention wooden boat nuts

Suddenly it's spring, a glorious day after a glorious Easter, crocuses, twittering purple finches, and the first warm southerly of the year, a sailing southerly that quickens the hibernating pulse and reminds me that I have a wonderful little sailboat across my road just longing for a new owner.

Not just any sailboat, because I would not give yard room to just any, and not just any new owner, same reason.

No, she is a very special and very old and quite beautiful little classic, and she will go to the best offer, and the money will go toward the restoration of another very special and very old and very classic sailboat, not so little, but quite as beautiful, the Gloucester fishing schooner *Adventure*, now lying at the State Fish Pier, and welcome aboard.

Now this is a deal, so pull up a fishbox if you can find one, all you wooden boat nuts, and let me tell you about a wee vessel named "Helen."

After I lost my old Blackburn gaff sloop Cruising Club in that October blow in 1980, I survived a winter of mourning and self-reproach and succumbed, as usual, to the old hankering the next spring.

Just wanted to get back under sail, and no big deal, either. It happened that on the back lot of my neighbor, Don Monell, there slumbered this small sloop with the lines of a vessel, that is, wineglass hull. She was a real old timer and a thoroughbred, you could see that, and belonged to Jean Isaacs, a former secretary of Don's who had moved out to the Coast.

Jean had acquired "Patience," as she rechristened her, from the late Manchester marine surveyor Ray Kershaw back around 1964, and swore she had been named "Girls, Girls, Girls" by one of the Kershaw boys. They'd glassed the hull, but "Patience" needed a cosmetic job and some minor rehab.

Well, I got her for a steal, as they say in Ward One, and fixed her up in a month, including a new rudder post with Larry Dahlmer's



help. She's 15 feet overall, lead keel, inside rubber, steamed frames, big cockpit, and a mahogany coaming that accents her sheer. Spars in fine shape (hollow mast), stainless and Dacron rigging, knockabout rig.

Jean told me that Ray claimed she was a "Charles River Pilot Boat" class, and so it seemed because her old cotton mainsail had a 6 on it. Wilson and Silsby down in Marblehead cut me a new suit of Dacrons.

We launched "Helen," as I renamed her after guess whom, on July 3, 1981, at Beacon Marine, with the recently departed and very much lamented maestro of the crane and the quip, Eddie Alexander, on his familiar podium.

A sweet sailer, she strongly resembled another classic, the Herreshoff Bullseye. We wondered who designed her. A bit wet on the open ocean on a windy day, she's at her best in a good breeze under a lee such as Gloucester Harbor.

After a couple of summers I got into gardening and out of sailing for a while and sold "Helen" to Bob Gibbons of East Gloucester. He sailed her, then laid her up in his mother's front yard as he moved on to a Clorox bottle and then last year to a handsome wooden cruising ketch.

Last fall Bob called me up. "Ma wants her garden back. You can have the boat if you'll take her away." It's a deal, said I, for Ad-

venture's sake. Nick Von Rosenvinge and Bill Drury trucked her, cradle and all, and here she is.

"Helen" needs a little work, not much if you're handy. A few sister frames and some new floors, minor cockpit repairs, and a bit of reglassing around the keel and garboards and a coupla spots on the transom. But a classic, all right, because now comes the surprise.

A year or so ago I was riffling through the December, 1925, issue of *Yachting* magazine, when there in the advertising section under the name of the famous designer John Alden was the spittin' image of "Helen" and:

"Charles River Basin Class. This new class for sailing on the Charles River Basin, Boston, have given their owners a lot of sport in sailing and racing, almost in the heart of Boston, where they are being kept in the water until the ice comes in the fall. Seven of these little 15-foot overall knockabouts are in commission and are attracting a lot of attention. They are a fine little craft for the moderate price of \$500."

Sixty-four years later, that's what I'm appraising "Helen" for, a very moderate \$500. This little Alden gem, no doubt the last in her class, will be awarded as a prize to the prospective owner who makes the largest donation over \$500 to the Gloucester *Adventure*, P.O. Box 1306, Gloucester, MA 01930.

This seems to be a good year for schooners. We've noted the acquisition of the schooner "Adventure" by Gloucester people as that city's "tall ship", and brought you the story of the launching of the "Effie M. Morrissey, Jr." on Martha's Vineyard, a small-scale replica of that former schooner that made so many arctic trips with Capt. Bob Bartlett and now rests in New Bedford, Massachusetts as the "Ernestina". And later on this summer there'll be celebrations commemorating the 50 years since the old Gloucester vs. Halifax schooner racing concluded.

Well, just about all of these schooners, and there were thousands of them, now long gone, came out of a dozen or so shipyards in tiny town of Essex, Massachusetts, a few miles upstream on the Essex River from the formerly great fishing port that was Gloucester. Today the shipyards along the causeway are long gone, replaced by a row of seafood restaurants and clam shacks. The last of the yards, the Story Shipyard, was sold off a couple of years ago by the sixth generation (I think) of the Story family to build boats there. Today it's a small craft boatyard/dealership.

But, all that history is still in the air in the town amongst those longtime inhabitants whose ancestors earned livings building schooners. And new people in town (relatively, that is), with historical bents, got involved within the historical society about 15 years ago and created the Essex Shipbuilding Museum, a small but valuable facility which has been gathering up the remaining artifacts and knowledge on the glory days of schooner building before all is lost forever.

Diana Stockton has been working only about a year as the Museum's first professional director, and she's already just bursting with enthusiasm and hopes for looming new progress in her work. The Museum was established in its present facility, an old schoolhouse that was available for just about free from the community. It's a very small building and much credit is due the imaginative way in which these people made use of it. Now Diana has bigger things in mind, as does the Museum's governing board.

These ideas all started with the suggestion of assembling a typical section of a schooner, the "slice of a boat" concept that's being adopted by preservationists unable to cope with the enormous costs of trying to recoup a whole ship. An 85' schooner built in the '20's at the A.D. Story Yard in Essex was located sunken at an abandoned pier in New Bedford harbor. It was slated for removal in a harbor tidying up program. So, let's get a slice of the real thing. The

VISIT THE ESSEX SHIPBUILDING MUSEUM

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Report & Photos by Bob Hicks

volunteer who travelled to New Bedford, chain saw in hand, reported back that the sunken schooner was in far too good condition to be so carved up.

Well, let's get it ALL back to Essex, then! That's right, that became the plan, and now Diana says the ship is to be raised and patched up enough for the tow to Essex, where it will be hauled out and temporarily stored ashore, stabilized to control deterioration on exposure to the air again after so many years. Diana says all this acquisition effort has been lined up in volunteered services.

The plan then is to restore the schooner as a land based display, one side the complete hull and rig, the other with the planking removed to show the internal construction. It is the real thing, a schooner built by Arthur D. Sto-

ry, the most prolific of that tribe in shipbuilding, right there in the nearby Story Yard. No effort to keep it afloat is contemplated that's not the purpose.

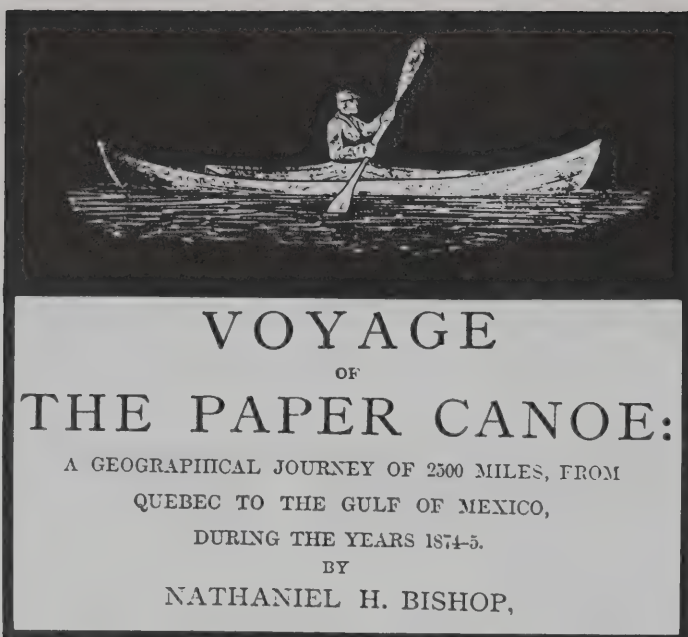
Now an even bigger dream is at hand. The ideal place for this schooner to finally come to rest would be right in the Story Yard where it was built close to 70 years ago. And, that facility just might be available, the present owner is a boat nut. This would mean really substantial fund raising as that sort of real estate hereabouts is very expensive indeed. But Diana is all pumped about it, for then appropriate buildings could be built to properly supplement the whole concept, and the Museum's collection could be moved from its present cramped quarters.

Well, everywhere one turns in the ship preservation and maritime museum games, one finds fund raising dreams being contemplated and sometimes realized. If the old Bath Marine Museum can evolve in about ten years from its former scattered collection of homes and artifacts into the just dedicated new multi-million dollar Maine Maritime Museum facility on ten acres on the Kennebec River in Bath, why not something of that sort for Essex? Diana sees no problem with the justification for such a dream, this is where all those schooners came from, it's a unique waterfront from a unique location that performed a historically significant service to the nation in its era. Less worthy concepts than this one have found the money.

In the meantime, if you haven't visited the Essex Shipbuilding Museum, it's worth the couple of hours that are all you'll need to see all it presently has to offer. It's a great little museum at that stage of its development that is so attractive, with all the volunteer help and the growing collection of everything to do with schooner building. It's open from noon to 5 p.m., Thursday through Sunday until the end of October. Admission is just \$2 adult, half that for students and senior citizens, children under 12 free. The phone is (508) 768-7541 during those hours and the Museum is right on Main St., Rt. 133 in the heart of Essex village on the Massachusetts north shore.

Perhaps you'll be caught up in the enthusiasm for this little Museum's future that Diana Stockton radiates. To me, the thought that the repository of the history of so important a product of an earlier time as the Gloucester fishing schooner can actually be located right where it came from has a really solid worth. If you agree and would like to help in some way, call Diana Stockton, or better still, visit the Museum and see for yourself.





VOYAGE OF THE PAPER CANOE:

A GEOGRAPHICAL JOURNEY OF 2500 MILES, FROM
QUEBEC TO THE GULF OF MEXICO,
DURING THE YEARS 1874-5.

BY
NATHANIEL H. BISHOP,

CHAPTER XI.

FROM CAPE FEAR TO CHARLESTON, SOUTH
CAROLINA.

GEORGETOWN. WINYAH BAY. THE RICE PLANTATIONS OF
THE SANTEE RIVERS. A NIGHT WITH THE SANTEE NEGROES.

A loud halloo greeted me from the swamp, where a party of negro shingle-makers were at work. They manned their boat, a long cypress dug-out, and followed me. Their employer, who proved to be the gentleman whose abiding-place I was now rapidly approaching, sat in the stern. We landed together before the old plantation-house, which had been occupied a few years before by members of the wealthy and powerful rice-planting aristocracy of the Peedee, but was now the temporary home of a northern man, who was busily employed in guiding the labors of his four hundred freedmen in the swamps of North and South Carolina.

The paper canoe had now entered the regions of the rice-planter. Along the low banks of the Peedee were diked marshes where, before the civil war, each estate produced from five thousand to forty thousand bushels of rice annually, and the lords of rice were more powerful than those of cotton, though cotton was king. The rich lands here produced as high as fifty-five bushels of rice to the acre, under forced slave labor; now the free blacks cannot wrest from nature more than twenty-five or thirty bushels.

Fine old mansions lined the river's banks, but the families had been so reduced by the ravages of war, that I saw refined ladies, who had been

educated in the schools of Edinburgh, Scotland, overseeing the negroes as they worked in the yards of the rice-mills. The undaunted spirit of these southern ladies, as they worked in their homes now so desolate, roused my admiration.

A light, graceful figure, enveloped in an old shawl, and mounted on an old horse, flitted about one plantation like a restless spirit.

"That lady's father," said a gentleman to me, "owned three plantations, worth three millions of dollars, before the war. There is a rice-mill on one of the plantations which cost thirty thousand dollars. She now fights against misfortune, and will not give up. The Confederate war would not have lasted six months if it had not been for our women. They drove thousands of us young men into the fight; and now, having lost all, they go bravely to work, even taking the places of their old servants in their grand old homes. It's hard for them, though, I assure you."

On Tuesday, January 25th, I paddled down the Peedee, stopping at the plantations of Dr. Weston and Colonel Benjamin Allston. The latter gentleman was a son of one of the governors of South Carolina. He kindly gave me a letter of introduction to Commodore Richard Lowndes, who lived near the coast. From the Peedee I passed through a cut in the marshes into the broad Waccamaw, and descended it to Winyah Bay.

Georgetown is located between the mouths of the Peedee and Sampit rivers. Cautiously approaching the city, I landed at Mr. David Risley's steam saw-mills, and that gentleman kindly secreted my boat in a back counting-room, while I went up town to visit the post-office. By some, to me, unaccountable means, the people had heard of the arrival of the paper boat, and three elaborately dressed negro women accosted me with, "Please show wees tree ladies de little paper boat."

Before I had reached my destination, the post-office, a body of men met me, on their way to the steam-mill. The crowd forced me back to the canoe, and asked so many questions that I was sorely taxed to find answers for these gentlemen. There were three editors in the crowd: two were white men, one a negro. The young men, who claimed the position of representatives of the spirit of the place and of the times, pub-

lished "The Comet," while the negro, as though influenced by a spirit of sarcasm, conducted "The Planet." The third newspaper represented at the canoe reception was the "Georgetown Times," which courteously noticed the little boat that had come so far. The "Planet" prudently kept in the dark, and said nothing, but "The Comet," representing the culture of the young men of the city, published the following notice of my arrival:

"Tom Collins has at last arrived in his wonderful paper boat. He has it hitched to Mr. Risley's new saw-mill, where every one can have a view. He intends shooting off his six-pounder before weighing anchor in the morning. Hurrah for Collins."

I left Mr. Risley's comfortable home before noon the next day, and followed the shores of Winyah Bay towards the sea. Near Battery White, on the right shore, in the pine forests, was the birth-place of Marion, the brave patriot of the American revolution, whose bugle's call summoned the youth of those days to arms.

When near the inlet, the rice-plantation marshes skirted the shore for some distance. Out of these wet lands flowed a little stream, called Mosquito Creek, which once connected the North Santee River with Winyah Bay, and served as a boundary to South Island. The creek was very crooked, and the ebb-tide strong. When more than halfway to Santee River I was forced to leave the stream, as it had become closed by tidal deposits and rank vegetation.

The ditches of rice plantations emptied their drainage of the lowlands into Mosquito Creek. Following a wide ditch to the right, through fields of rich alluvial soil, which had been wrested by severe toil from nature, the boat soon reached the rice-mill of Commodore Richard Lowndes. A little further on, and situated in a noble grove of live-oaks, which were draped in the weird festoons of Spanish moss, on the upland arose the stately home of the planter, who still kept his plantation in cultivation, though on a scale of less magnitude than formerly. It was, indeed, a pleasant evening that I passed in the company of the refined members of the old commodore's household, and with a pang of regret the next day I paddled along the main canal of the lowlands, casting backward glances at the old house, with its grand old trees. The canal ended at North

Santee Bay.

While I was preparing to ascend the river a tempest arose, which kept me a weary prisoner among the reeds of the rice marsh. The hollow reeds made poor fuel for cooking, and when the dark, stormy night shut down upon me, the damp soil grew damper as the tide arose, until it threatened to overflow the land. For hours I lay in my narrow canoe waiting for the tidal flood to do its worst, but it receded, and left me without any means of building a fire, as the reeds were wet by the storm. The next afternoon, being tired of this sort of prison-life, and cramped for lack of exercise, I launched the canoe into the rough water, and crossing to Crow Island found a lee under its shores, which permitted me to ascend the river to the mouth of Atchison Creek, through which I passed, two miles, to the South Santee River.

All these rivers are bordered by rice plantations, many of them having been abandoned to the care of the freedmen. I saw no white men upon them. Buildings and dikes are falling into ruins, and the river freshets frequently inundate the land. Many of the owners of these once valuable estates are too much reduced in wealth to attempt their proper cultivation. It is in any case difficult to get the freedmen to work through an entire season, even when well paid for their services, and they flock to the towns whenever opportunity permits.

The North and South Santee rivers empty into the Atlantic, but their entrances are so shallow that Georgetown Entrance is the inlet through which most of the produce of the country — pitch, tar, turpentine, rice, and lumber — finds exit to the sea. As I left the canal, which, with the creek, makes a complete thoroughfare for lighters and small coasters from one Santee River to the other, a renewal of the tempest made me seek shelter in an old cabin in a negro settlement, each house of which was built upon piles driven into the marshes. The old negro overseer of the plantation hinted to me that his "hands were berry spicious of ebbry stranger," and advised me to row to some other locality. I told him I was from the north, and would not hurt even one of the fleas which in multitudes infested his negroes' quarters; but the old fellow shook his head, and would not be responsible for me if I staid there all night. A tall darkey, who had listened to the

conversation, broke in with, "Now, uncle, ye knows dat if dis gemmum is from de norf he is one of wees, and ye must *du* fur him jis *dis* time." But "Uncle Overseer" kept repeating, "Some niggers here is mity spicious. Du not no who white man is anyhow." "Well, uncle," replied the tall black, "ef dis man is a Yankee-mans, Ise will see him *froo*."

Then he questioned me, while the fleas, having telegraphed to each other that a stranger had arrived, made sad havoc of me and my patience.

"My name's Jacob Gilleu; what's yourn?" I gave it. "Whar's your home?" came next. "I am a citizen of the United States," I replied. "De 'Nited States — whar's dat? neber hurd him afore," said Jacob Gilleu. Having informed him it was the land which General Grant governed, he exclaimed: "O, you's a *Grant* man; all rite den; you is one of wees — all de same as wees. Den look a-here, boss. I send you to one good place on Alligator Creek, whar Seba Gilling's libs. He black man, but he treat you jes

like white man."

Jacob helped me launch my boat through the soft mud, which nearly stalled us; and following his directions I paddled across the South Santee and coasted down to Alligator Creek, where extensive marshes, covered by tall reeds, hid the landscape from my view. About half a mile from the mouth of the creek, which watercourse was on my direct route to Bull's Bay, a large tide-gate was found at the mouth of a canal. This being wide open, I pushed up the canal to a low point of land which rose like an island out of the rushes. Here was a negro hamlet of a dozen houses, or shanties, and the ruins of a rice-mill. The majority of the negroes were absent working within the diked enclosures of this large estate, which before the war had produced forty thousand bushels of rice annually. Now the place was leased by a former slave, and but little work was accomplished under the present management.

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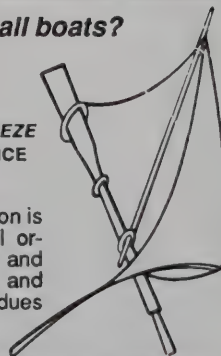
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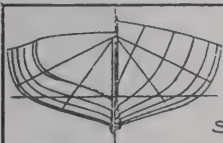
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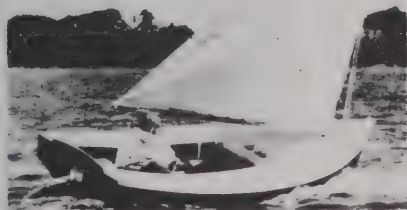
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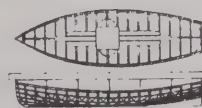
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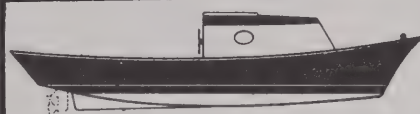
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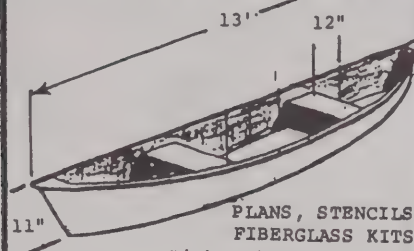
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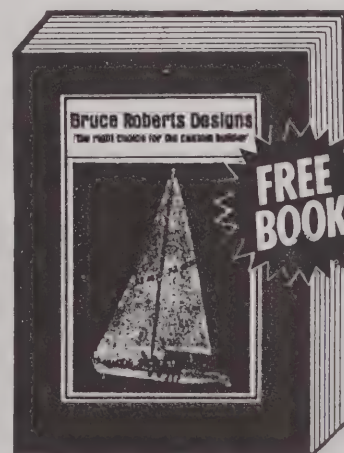
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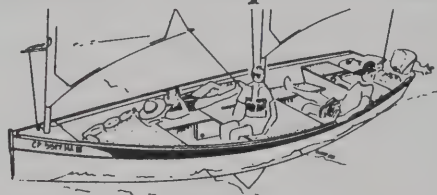
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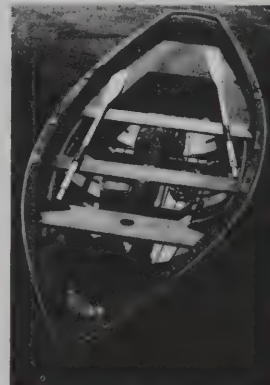
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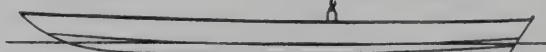


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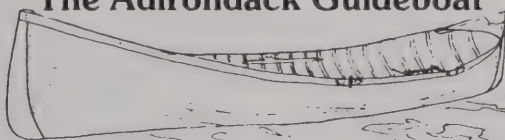
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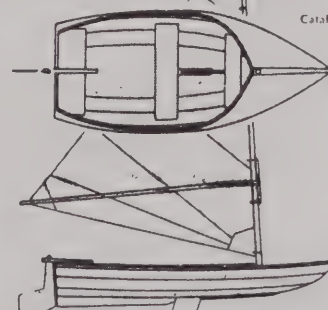
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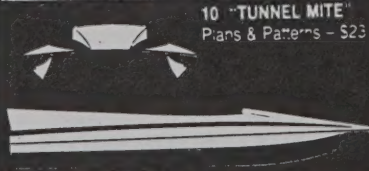
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